

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN SITUATION.

PEACEFUL SOLUTION PROBABLE.

LONDON, June 14th.
The Tsar's telegram to the Kings of Bulgaria and Serbia has had a salutary effect in the Balkans, improving the situation. It was favourably received in Sofia, where the opinion is expressed that a pacific solution will soon be attained.

BELGRADE, June 14th.

The representatives of the Powers have informed Serbia and Bulgaria that the Powers desired a pacific settlement of the Allies' dispute, and suggested that the Allies should demobilise. The Serbian reply declares that Serbia has already made overtures to Bulgaria with a view to simultaneous demobilisation.

THE MURDERED VIZIER.

CONSTANTINOPLE, June 14th.

A body of police and troops surrounded a house in Stamboul in which were three of the murderers of Shekfat Pasha. They opened fire on the besiegers, who replied with a fusillade which lasted for an hour. The house was eventually entered and the assassins arrested. The house belongs to a British subject of Maltese origin.

LATER.

Lieut. Hilmi, the military governor's orderly, who was wounded in the siege, has succumbed.

The Government does not fear a revolution, but the possibility of further outrages is admitted.

MOORS IN REVOLT.

SPANISH DIFFICULTIES.

LONDON, June 14th.

The captain of the Spanish gunboat *General Concha*, which went ashore in a fog near Alhucemas, was shot while on the bridge; thirteen of the crew were wounded and three are missing. The Moors captured nine.

LATER.

Apparently the Spaniards are making a combined movement from Tetuan, Arzila and Alcazar for the purpose of clearing out the menacing tribal forces. They are evidently encountering a sharp resistance.

The Spaniards are anxiously seeking to procure the release of the nine prisoners captured from the *General Concha*.

FRENCH DIFFICULTIES.

A message from Tangier reports heavy fighting in the Tada district. The French casualties were 52 killed and 109 wounded.

THE SUFFRAGETTE "MARTYR."

LONDON, June 15th.

The funeral procession of Miss Davidson attracted enormous crowds. The coffin, which was wrapped in a Suffragette flag, was received at Victoria Station by a guard of honour of Suffragettes. Thence the procession proceeded to King's Cross headed by a woman in white carrying a cross, and followed by a band playing the Funeral March. The carriers were filled with wreaths. Three thousand women carried banners. The attitude of the crowd was generally respectful, but there was a little boisterousness. The body was entrained for Morpeth for burial.

Mrs. Pankhurst left the house in which she had been staying to attend the funeral and was immediately re-arrested.

HOME RULE CAMPAIGN.

LONDON, June 15th.

Sir E. Carson and the Ulster Unionists had a hearty welcome in Edinburgh, a crowded meeting being held in the Synod Hall.

The tour of the Nationalists headed by Mr. W. Redmond and a party of M.P.'s was to open at Glasgow on Saturday. Mr. Redmond, who had an enthusiastic send off, said he was following hot foot upon certain enemies to answer their so-called arguments.

Similar visits will be made to Edinburgh, Leeds, Norwich and Cardiff.

KAISER'S SEMI-JUBILEE.

LONDON, June 15th.

Germany is en fête in celebration of the 25th anniversary of the Emperor's accession. There are lavish decorations in the principal cities.

The German resident in England has subscribed £37,000 as a jubilee offering to be devoted to philanthropic objects.

DEATH OF MR. ANGUS HAMILTON.

NEW YORK, June 15th.

The English war correspondent, Mr. Angus Hamilton, committed suicide by cutting his throat.

[Mr. Angus Hamilton, who was known to many in Hongkong, had had a very varied career. He was in Matoking during the siege in China during the Boxer Crisis; in Somaliland with the military expedition in 1902-3; in the Far East again during the Russo-Japanese war. For a few months in 1910-11 he was associated with journalism in Hongkong and had since been with the British expedition to the Abor country, and subsequently was in the Balkan war. He was the author of several books, including one on Korea and one entitled "The Heart of Asia."]

DEAD MILLIONAIRE'S ESTATE.

NEW YORK, June 14th.

The estate of Mr. Astor, who was drowned on the *Titanic*, has been valued at \$86,967,000.

OBITUARY.

LONDON, June 14th.

The death is announced of Sir Reginald J. Cust, at the age of 84 years.

AMERICA AND JAPAN.

WASHINGTON, June 15th.

Baron Chindra has notified Mr. Bryan that Japan is willing to renew the five years' arbitration Treaty expiring on the 24th August. Mr. Bryan, in making the announcement, expressed the opinion that the British and the other arbitration treaties already signed would be ratified by the Senate notwithstanding the opposition of certain senators. The possibility of being forced by the Japanese Arbitration Treaty to submit the Californian Land Law to the Hague is being discussed by senators among themselves as a ground of caution.

THE SOUTH POLAR TRAGEDY.

LONDON, June 15th.

The late Captain Scott's *Terra Nova* arrived at Cardiff and was met by the surviving members of the expedition, by Lady Scott and her infant son, and by relatives of the dead. The reception was most impressive, thousands lining the quays.

ENGLISH CRICKET.

LONDON, June 14th.

Hampshire beat Derbyshire at Derby by nine wickets.

Leicestershire beat Worcestershire at Coalville by eight wickets.

Surrey beat Scotland at the Oval by seven wickets.

Yorkshire beat Essex at Leyton by seven wickets.

Gloucestershire beat Northamptonshire by 21 runs.

The matches between Lancashire and Middlesex at Lord's and between Warwickshire and Surrey at Coventry were drawn.

THE INTERNATIONAL POLO CONTEST.

AMERICA WINS THE RUBBER.

NEW YORK, June 14th.

The scoring in the second international polo game was:—

America 42

England 44

America thus wins the rubber.

THE PERFECT THREE.

VIRTUES OF ENGLISH, SCOTS, AND IRISH.

The relative virtues of English, Scots, and Irish in local Government Administration were described in evidence given before the Civil Service Commission (and published in a White Paper last month) by Sir Henry Robinson, Vice-President of the Local Government Board for Ireland.

Referring to second division men, he said that because politics and religion had their way into many matters of local Government, in some parts of Ireland he had endeavoured to "leave" the former staff of Irishmen with a few Englishmen and Scotsmen.

"It really turned out to be a great advantage to us," continued Sir Henry, "to have in our upper division a few strangers who looked upon our political differences with a certain amount of indifference. I have seen the characteristics of the three—English, Scots, and Irish—and, working together, they form a really perfect combination. The Englishmen we have had from the upper division examination have been stolid, sensible, highly competent persons. The Scotsman is a rock of commonsense, accurate and cautious. The Irishman is brilliant, resourceful, and quick, but he is rather impulsive and wants the steadiness of the English and the Scots. An office with all three nationalities represented is perfectly equipped."

RANDOM REFLECTIONS.

Hoeh der Kaiser! Perhaps in no other part of the world not owing allegiance to the Kaiser is there such great interest in the semi-jubilee of His Majesty's accession to the throne as in Hongkong. In the Colony the relations between Britons and Germans have invariably been of the friendliest, as was demonstrated by the large measure of German support according to the local celebrations in honour of the coronation of King George. In like manner the British community feels deeply interested in the celebrations associated with His Imperial German Majesty, and it was certainly a graceful act to place St. John's Cathedral at the convenience of the local German community for the special religious service in connection with the occasion.

Old customs die hard. Though the dragon boat festival does not flourish under Chinese administration on the mainland, it is interesting to find it surviving under the presumably less favourable conditions of British administration. The event which has existed at Aberdeen for many years was observed with all its old time picturesqueness last Monday, and the awards were made with the usual impartiality. As is known those taking part in the exciting race expect to share in whatever prizes are being presented. If one boat only were to be rewarded there would be considerable discontent on board the others, and a feud might be occasioned, so the awards at Aberdeen are quite impartial. A pretty feature of this festival is the rice dumplings which are manufactured and thrown into the water. The origin of this is that when the Chinese minister whose fate is commemorated by this festival drowned himself because of the ingratitude of his sovereign, the people sought to protect his body from the fish by throwing rice into the water on which they could feed.

For some little time the Colony has enjoyed an immunity from the collapse of Chinese houses, which was unhappily too frequent in former years. Heavy rains often bring these about, but in many cases the ravages of white ants are perhaps responsible. At any rate, it is fairly certain that the men who built Chinese houses in the Colony in the early years of its development have left a legacy of architecture which is a source of danger to human life and limb.

It looks as if the Prohibition of Foreign Silver Ordinance is to have an easy passage after all. The Chinese community appear to be satisfied with the concessions made by Government, and when the Bill is brought into operation the Hongkong Government may be congratulated on its courage in solving a problem from which its predecessors shrank.

The Colony is none the worse for learning the bald truth about the revised edition of the Ordinances as it was stated by the Hon. Mr. Hewett at the meeting of the Legislative Council last Thursday. His statement that the printers ink on the publication was not dry before it was obsolete was not denied, and there is some reason for the complaint that public money has been wasted. It would be interesting to know exactly what this revision has cost.

When one observes the many buildings which have been erected in quite recent years high up the hillside towards West Point, and the many more which apparently are in process of erection, the thought is prompted that it is a great pity that the Government did not anticipate these developments by providing a wide thoroughfare leading up say from Queen's Road West, at a gradient suitable for motor or other vehicular traffic. Is it too late yet to consider such a project?

The sudden cessation of plague in the Colony during the past week—temporary I have no doubt, for this is usually a heavy month—lends support to the idea that adequate flushing of the drains has an important bearing on these epidemics. I have a hazy notion that many months ago a special committee was appointed to consider the question of the incidence of plague in relation to the rainfall, but I am not aware that any report has yet been presented.

RODERICK RANDOM.

CHINESE HOUSES COLLAPSE.

18 PERSONS KILLED AND 25 INJURED.

The inhabitants of the Western end of the Holloway Road district were greatly startled about one o'clock on Saturday by a heavy crash. Investigation elucidated the fact that Nos. 7 and 9, Upper Station Street, a narrow thoroughfare off Holloway Road, had completely collapsed, owing, it is believed, to the party wall giving way. The houses were three-stories high, and were occupied by a large number of Chinese at the time they collapsed. The Fire Brigade and Police were quickly acquainted of the occurrence, and a strong force, under the Captain Superintendent of Police (Hon. Mr. Messer), the Deputy-Superintendent (Mr. P. P. J. Wodehouse), and Chief Inspector Gourlay, proceeded to the scene. Altogether 18 dead bodies of men, women, and little children were recovered from the ruins, and 25 were removed to the Hospital, suffering from more or less severe injuries, while many others were treated by two doctors on the spot and at the Hospital for minor hurts, and allowed to go. Some of the bodies were terribly mutilated. The Police and Fire Brigade were reinforced by coolies in the service of the Public Works Department and Sanitary Board, and the work of removing the debris was continued throughout the night and following morning, when everything was practically clear. Several of the inmates of the houses had miraculous escapes from death or serious injury. At three o'clock yesterday morning a little child was discovered on the second floor. The child had been sheltered from harm for fifteen hours by a bamboo stool, which he was clasping when discovered. He smiled when pulled out, and looked little the worse for his experience. With the exception of a small scratch over the eye, he was scatheless. The inmates of the adjoining houses were terribly alarmed at the collapse, and soon began to remove themselves and their belongings, but they were reassured by the officials. The scene in the street in which the buildings formerly stood was almost indescribable. Barriers were erected to keep off the surging crowds which congregated, and within these barriers a conglomeration of household effects, bamboo poles, bricks, etc., was piled several feet high. The houses which fell were very old and this, together with the heavy rains during the past week, probably accounted for the collapse.

FIRE ON N.S.K. STEAMER.

EXPLOSION OF CHEMICALS.

It is reported from Moji, says the *Asahi*, that on the morning of May 24th, an explosion took place in the No. 4 hold of the N.Y.K. steamer *Mitsushima*, while on her way from Hongkong to Kobe. The crew immediately got the pumps to work, directed a stream of seawater into the hold, the contents of which consisted largely of chemicals, and in three hours got the fire under control. Though it extinguished the fire, the contact of the water with the chemicals created an extremely offensive smell, which prevented any examination of the condition of the hold. It was, therefore, uncertain whether any danger remained in the hold. If the goods in the hold prove to be a total loss, the damage will be about ¥50,000. Nothing is known with regard to the cause of the accident.

SALVAGE CLAIM GRANTED.

A case for which there has been no precedent in the last twenty-five years was concluded recently in the Admiralty Division. Sir Samuel Evans awarded to the commander, officers and crew of H.M.S. *Melpomene* £2,500 for salvage services rendered by the cruiser to a Glasgow coal steamer.

The Judge, in making the award, said that the action had been brought with the sanction of the Admiralty. "It is clear," he said, "that no remuneration could be given in respect of the saving vessel because it belongs to the State. All I have to do," he continued, "is to ascertain what remuneration should be given to the officers and the men for what they did outside their ordinary duties."

THE T.K.K. "ANYO-MARU."

GRATIFYING RESULT OF SPEED TRIALS.

Despite the stormy weather the new *Anyo-maru*, 9,400 tons, built for the Toyo Kisen Kaisha at the Mitsui Bishi Dockyard and Engine Works in Nagasaki, underwent her official speed trials recently with gratifying success. The mean speed obtained on the six runs over the three miles' course off Miye, outside the harbour, was 15.31 knots, thus exceeding the contract speed, 14 knots, by a big margin.

THE KAISER'S SEMI-JUBILEE.

SERVICE IN ST. JOHN'S CATHEDRAL.

A Service of Thanksgiving for the attainment by the Emperor William II of the 25th anniversary of his reign was held yesterday morning, by courtesy of the Bishop of Victoria and the Church Body, in St. John's Cathedral prior to the usual morning service. The special service was attended by practically the whole German community including Dr. Cull, (Acting German Consul), the Commander and Officers and men of S.M.S. *Itzho*, as well as by numbers of representatives of other nationalities, the Cathedral being crowded. H.E. the Governor (Sir Henry May, K.C.M.G.), H.E. Major-General Anderson, C.B., Commodore Austruther, R.N., C.M.G., the Chief Justice (Sir William Rees Davies, K.C.), the Hon. Mr. J. A. S. Bucknill, K.C. (Attorney-General), the Hon. Mr. E. A. Hewett, C.M.G., the Hon. Sir Kai Ho Kai, C.M.G., most of the Foreign Consuls in the Colony, and a number of British Naval and Military Officers, were among those present. The pulpit and chancel were tastefully decorated with overgreens, ferns, lilies, and other soft flowers, and many among the congregation were the German colours.

The Cathedral choir and the Band of the Duke of Cornwall Light Infantry assisted at the service.

Pastor von Probst, in the course of his sermon, enlarged on the peaceful progress of the German nation during the reign of the present monarch, whose aim, he said, had always inclined in the direction of peace among the nations. By his devotion to the cause of peace, and his intense love for his people, he had consolidated the Empire and promoted its development. He spoke also of the Church's work for peace among the nations. Other nations were sharing in the honour that was being done to the German Emperor at this auspicious period of his life and reign, and the German community in the Colony acknowledged the kindness of the English people, and the honour done them in granting them the use of that Cathedral that day. In closing, he asked all those to pray for the German Emperor, Empress, Royal Family, and people, that they might go on "with their faces to the sun."

The British and German National Anthems were sung at the conclusion of the service.

To-day will be observed as a holiday by the German firms. Invitations have been issued to a reception this morning at the German Club at which H.E. the Governor will be present when the toast of the Kaiser is being proposed, and this evening a banquet is to be held at the Club in honour of the occasion.

THE MAGISTRACY.

Two men, who were found in the coolie quarters of Mr. da Silva, Victoria View, Kowloon, were fined \$7 each by Mr. Hazeland. Sanitary Inspector Lyons proceeded against two men for a similar offence, and they were also fined \$7 or fourteen days.

A man named Frank Aquino was fined \$3 by Mr. Melbourne on Saturday for throwing a stone at a lamp at Wanchai and breaking it. Inspector McHardy said it was only a year or two ago that the man was sentenced to twelve months' imprisonment for setting fire to a house at Yau-mati. He did not think the defendant was quite sane.

A Chinese youth who assaulted a European constable at Hunghom was on Saturday sentenced by Mr. Hazeland to one month's imprisonment and four hours in the stocks. It appears that the defendant was carrying a bundle and the constable asked him what it contained. The youth said it was his master's tea and struck the policeman with an umbrella, afterwards hitting him on the chin with the lid of a pot.

A Chinese Excise Officer employed at the Opium Farm was charged before Mr. Melbourne on Saturday with keeping an opium divan in Hollywood Road. Eleven men were charged with smoking. Mr. Shenton, who defended, called evidence to show that the informer once worked for the Opium Farm, but was discharged on the report of the first defendant that he had been guilty of stealing from a passenger on a ship. The defendants were fined \$2 each. The charge of keeping against the first defendant was dismissed.

A sixteen-year-old boy was charged before Mr. Melbourne with being in possession of 100 ounces of cocaine which was in 800 bottles. Mr. R. O. Hutchison, Superintendent of Imports and Exports, said that when the boy saw an Excise Officer he ran away, which proved that he knew what he was carrying. Defendant, who said he was asked by his friend at McEwen, Frickel & Co.'s to carry a bundle, the contents of which he did not know, was fined \$1,000.

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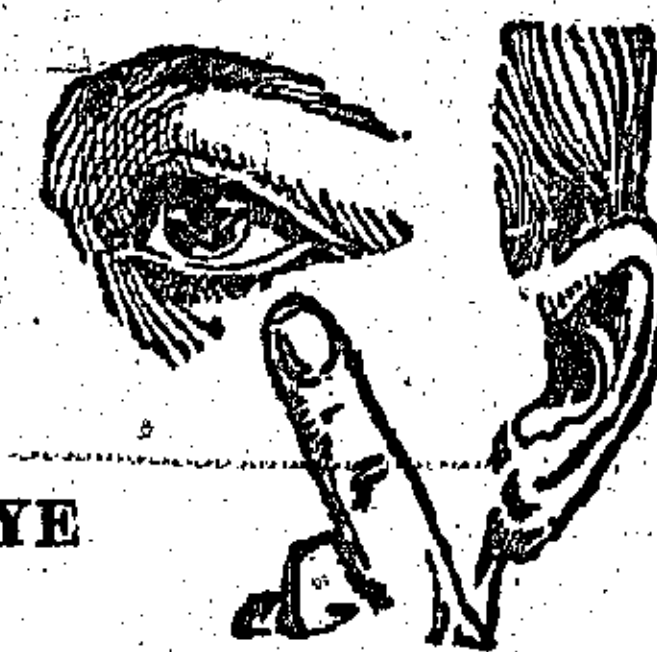
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G. R. Laurens, Esq., B. A. Siebs, Esq.,
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MANAGERS:

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N. J. STABB,
Chief Manager.

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Kobe, Peking.

INTEREST ALLOWED ON CURRENT ACCOUNTS.

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Hongkong, 31st March, 1913.

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GEORGE HOGG,
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Hongkong, 2nd November, 1912.

220

HONGKONG SAVINGS BANK.

THE Business of the above Bank is con-

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SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the

Minimum Monthly Balances at 3 1/2 per cent

per annum.

Depositors may transfer at their option

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SHANGHAI BANK to be placed on FIXED

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For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

N. J. STABB,
Chief Manager.

Hongkong, 1st July, 1911.

119

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE—LONDON.

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PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General

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on application.

A. S. HEWITT,
Acting Manager.

Hongkong, 14th April, 1913.

133

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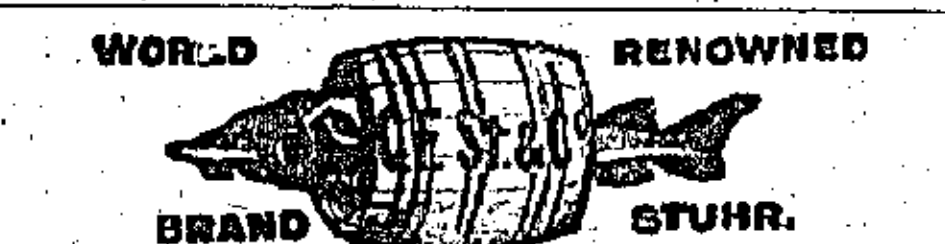
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INDUSTRIAL DEVELOPMENT OF GERMANY.

QUARTER OF A CENTURY OF
PROGRESS.

[FROM "CONTINENTAL CORRESPONDENCE."]

During the reign of the Emperor William II. Germany has made such enormous progress in all branches of trade and industry, in agriculture, in railway and shipping communication, in finance, in engineering and organisation, that it is now the only country on the European Continent that can be compared, from an economic point of view, with Great Britain and the United States of America. Contrary to all expectations, a development which began with the introduction of Protection in favour of Home Markets in 1879 and with the social legislation of 1881, has continued to progress along sound and healthy lines, and has enabled Germany to surpass all her Continental neighbours.

Naturally, it has long since become impossible for Germany to produce food-stuffs in sufficient quantities to satisfy the requirements of a constantly increasing population. For more than forty years Germany has been obliged to import comestibles in considerable quantities.

But if we take rice, the grain from which the greater part of our bread is made, we see from statistical tables that, since the year when the Empire was founded, there has been no increase in the amount imported of this cereal, but, on the contrary, there has been a decrease, and during the last few years the exports have even exceeded the imports in the case of this particular grain. This shows clearly how well the German farmers have known to increase the fertility of their land, and, by the use of potash salt and improved methods of cultivation, have even succeeded in raising sound crops on moorlands. Nearly half of the entire soil of Germany is now given over to agricultural production; this represents a higher percentage of flat land under cultivation than can be met with in any other European State, with the exception of France, which country, as is well-known, has been blessed by nature with a specially fertile soil. The many existing excellent Farmers' Co-operative Societies have done much to promote industrial enterprise in Germany, and still more helpful has been the active aid afforded by the different Federated States for promoting improvements on a large and costly scale. Recently, for instance, twenty-five million marks were allotted for the purpose of enabling cheap fodder to be grown on low-lying moorlands unfitted for bearing grain crops, so that there may be a plentiful supply of cheap fodder for the cattle of small farmers. Furthermore, potato culture and the spirit refining industry connected with it, have been greatly promoted by special legislation, and by encouraging the application of alcohol for industrial purposes. The Emperor himself takes a great interest in the question of the utilisation of alcohol for this purpose, and has shown, in the course of the last few years, by the speeches he has delivered at agricultural meetings, how keenly he has the improvements of farming at heart.

But the increasing industrial development of Germany is still more marked. Above all, the mining industry records a most phenomenal progress, and one which has been enormously assisted by engineering achievements, more careful organisation, and the plentiful supply of capital. The coal output for the year 1889 amounted to rather less than 83 millions of tons; the present output is four times as much. Germany is the largest producer of brown coal in the world, and supplies nearly 47 of the entire existing demand. As the pit-coal of the Ruhr district is admirably adapted for converting into coke, and as the development of the iron industry has created an ever-increasing demand for this commodity, the production of coke in Germany now amounts to 2.5 of the world's production, and has long since surpassed that of Great Britain. Added to this, it must be borne in mind that the production of raw iron in Germany is steadily increasing from year to year, and since 1893 has gained the second place, coming immediately after the United States of America. During the last twenty-five years, for which reliable statistics are available, the iron production has risen from a little less than 4 million to over 17 million tons. It was calculated that the entire German mining output amounted to 438 million marks in the year 1884; at the present moment it is said to have a value of more than two milliards of marks. Among these products, special importance attaches to the output of potash salts in Germany, which are in great demand both for agricultural and other purposes, as this mineral is not found in appreciable quantities in any other country. It was in this industry that the sound idea of limiting the amount put on the market to the existing demands first originated; the result being the formation of a syndicate to regulate the output and the participation of the various companies concerned, and thus, in the interests of the future development of the trade, to prevent the market from being flooded. The same idea was subsequently adopted by the owners of collieries and steel works, and has worked in such an eminently satisfactory manner that even foreign competitors benefit in their agreements with these German Syndicates.

Then, again, the fact that Germany has long been in possession of a considerable number of excellently organised Technical High Schools, and that Young Germany is enthusiastic concerning everything making for scientific progress, has placed at the disposal of our German manufacturing and engineering firms a greater number of highly-trained engineers and chemists than can be met

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with in any other country at the present day. At the same time, the great German banks have long recognised that it is their chief task to find capital for every promising technical or industrial undertaking, and it is largely owing to the systematic manner in which our great financial institutions have come to the aid of the various new economic undertakings that have sprung up during the course of the last quarter of the century, that German industry takes the high place that it does. This especially holds good in the case of our great electrical and chemical undertakings, which, thanks to the vast amount of time, labour, and capital spent in our laboratories, and to the large and generous scale on which they have been financially supported, have more than held their own against all foreign competitors. The development of electricity, the utilisation of atmospheric nitrogen, and the manufacture of artificial indigo, are among the more important industrial developments that have taken place during the reign of our present Emperor. But a happy combination of theory and practice and a careful and systematic method of work have also led to great results in other domains of German industrial life. As an example, we may quote the utilisation of superheated steam in locomotives, Diesel motors and the manner in which reinforced concrete has been brought into general use by our German engineers. The Emperor has ever been the best friend of the German inventor and man of science, as is shown by the interest he has taken in the Röntgen rays, the development of synthetic chemistry, the invention of steam turbines, and in the initial stages of the Zeppelin airship, which has since proved so successful. One of the earliest sayings uttered by him at the beginning of his reign, "Wir stehen in Zeichen des Fortschritts," still remains unforgetting.

In the year 1910 His Majesty was instrumental in founding the Kaiser Wilhelm Gesellschaft, which is destined to aid in the solving of the knottiest theoretical problems, and, at the same time, to aid in the rational application of natural forces for practical purposes. Probably the best manner in which to show how Germany has become a predominant factor in the markets of the world is to draw a comparison between the figures representing its export trade and shipping trade twenty-five years ago and the statistics available under the heads at the present day. The total value of wares imported into the German Customs Union during the year 1887 did not reach four milliards of marks; by the year 1911 it had increased to 9.7-10 milliards of marks. The export trade, which amounted to less than 31 milliards of marks in 1887, had a value of 8 milliards of marks in the year 1911. Statistics are not yet available for the year 1912, but there is every indication that the import and export figures have greatly increased, so that it may be said that Germany's foreign trade has increased three-fold during the reign of the present Emperor. Although these figures are still surpassed by those attained in Great Britain, the difference separating the two countries is growing less from year to year.

At the beginning of the present Emperor's reign, the German merchant fleet had a registered net tonnage of 14 million tons; on January 1st, 1912, it reached more than three million tons. At the same time, it must be remembered that the speed of ships has greatly increased in the meantime, so that far greater distances are covered during the same period. As the holding capacity of ships has also grown to an enormous extent, the increase in numbers is not so large as might have been otherwise expected. If we bear in mind that it excited considerable attention when the Vulcan Shipbuilding Yard constructed the Kaiser Wilhelm II. in 1888 with a hold capacity of 7,000 tons and a speed of 16 miles, we clearly recognise the enormous progress made, both in Germany and throughout the world, since that time in shipbuilding. At the present moment we are growing accustomed to hearing of ships being constructed with a displacement of 50,000 tons and a speed of 24 sea miles, such being the dimensions of the recently completed Imperator.

At a meeting of the Hansa League in November, 1912, the words, "Michael the Dreamer has become Michael the Navigator," were received with enthusiasm, and a great deal of thought and poets said: "The nation of thinkers and poets has become, in the course of the last twenty-five years, a nation of enterprising merchants and manufacturers."

CORRESPONDENCE.

WASTEFUL EXPENDITURE AT MACAO.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

SIR,—I wish to support the view expressed in the letter which appeared over the signature "Portuguese" in the *Daily Press* a few days ago, concerning the waste of public money by the "contra-dance" of officials and their families to and from Lisbon. The amount of public money spent on these pleasure trips in ten years must be enormous. A great deal of the money spent on passages could well be avoided, as there are many official posts which could be filled by Macanese with advantage to the public service. As it is, money is squandered on sending out here a constant stream of officials, who find when they arrive that their pay is scarcely sufficient to meet their house rent. What happens? They begin to get into debt and, being dunned by creditors, neglect their work, or go into hospital on the slightest pretext, and the public are often put to great inconvenience by having to call day after day at a government office without being able to transact their business.

But this is not the only way in which public money is wasted in Macao. How much has been thrown away on the so-called chapel for steamers passing in and out of the harbour, with the six luminous buoys which are already in a most dilapidated condition?

Then we have our Public Works Department indulging in dreams, by day and by night, which they commence to translate into actualities and leave unfinished after spending large sums on the work. There is, for example, the dream of a fine Avenue through the city. Some properties were acquired and pulled down, and the avenue was begun. Work progressed a few metres and then stopped. When the work is to be resumed nobody knows. Upwards of a dozen of such unfinished undertakings might be mentioned, hence the city appears to the visitor as a city in ruins. Some places have been left in ruins for more than ten years—examples are to be found in Rua do S. Joao, Rua do Tintureiro, Rua do Campo, Rua da Caldeira, Rua dos Mercadores, etc. How much money has been wasted over this grand scheme?

Again, I may point to Tapsac, where the Government, ignoring the public use made of the land there, decided to put up some buildings upon it. They prepared the foundations, and although a year has since elapsed the houses are not ready, but expenditure continues!

At Colowah thousands have been spent on road-making that could have been better spent in the city. An imposing barracks was built on a hill, but as no retaining walls were built, the barracks was found to be in danger of tumbling down the hill, so that the cost of this barracks has had to be increased by a few thousands more for retaining walls.

Some years ago a Committee was appointed to take the measurements of all houses and grounds in the city. A large sum of money is drawn from the Treasury monthly for the salaries of men engaged on this work, but, at the present rate of progress, there is no prospect of the work being finished by doomsday!

At the beginning of last year (1912) Messrs. Macdonald & Co., of Hongkong, obtained a contract to lay water mains to the city at a cost of more than \$20,000.



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VICTROLA IV.
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The mains were laid and are left to rust, for the Public Works Department do not yet appear to have thought about making the reservoir to hold the water to flow through these mains into the city for use in case of fire.

"We have always been crooked and crooked must die."—Yours, etc.,
MACANESE.

COMMERCIAL UNION INSURANCE COMPANY.

The *Post Magazine and Insurance Monitor* for May 10th says:—

Endowed with the greatness acquired in a marvellously successful career of fifty years, the Commercial Union Assurance Company has opened its second half-century in magnificent style. The latest developments are all in keeping with the size and calibre of the establishment, now one of the foremost of the group of international insurance offices which within their own province give such an excellent lead to British commercial enterprise. In all departments there is sustained progress and healthy growth, with profit results equal to the total income of former years not at all remote. From the outset the fire business has been the predominating section, and its premium receipts for the 51 years have reached the sum of \$54,410,802, of which the losses have taken 57.88 per cent., or \$31,166,110. The premium income of last year from all sources exceeded seven-and-a-quarter millions, while the assets are rapidly nearing twenty-four millions sterling. Colossal indeed are the present proportions, and of limit.

Of the Company's marine business the journal says:—Once again the marine department yielded splendid results. There was an addition of \$29,558 to the premiums, which were thus raised to \$245,367, the claims of \$191,888 again denoting a favourable aggregate experience. Expenses of management and other charges were included in a sum of \$61,770, and of the available balance of \$21,349, profit and loss received the handsome contribution of \$20,000 and \$41,348 was added to the departmental fund. At \$258,788, this provision constitutes a degree of security which must continue to attract the best risks, while at the same time producing an appreciable revenue from investments. The heavy demand arising out of the *Titanic* disaster having been met in the accounts of the year, the final outcome is extraordinarily good.

PASSENGERS.

ARRIVED.
Per Kwangtsh, from Shanghai, Capt. Daily.
Per Hailan, from Swatow, Mr. Skidmore.
Per Panama Maru, from Tacoma, Mr. William Tour.

DEPARTED.
Per Prinz Waldemar, for Australia, etc., Mrs. M. S. Eisner, Mr. and Mrs. Techlenberg, Mrs. Corbuser and child, Mr. and Mrs. J. C. Rochwell, Mr. Weinschink, Mr. Schilde, Mr. J. R. Drake, Mr. H. Seidel, Mr. and Mrs. F. Dreyer, Mr. W. von Grafen, Mr. W. Geismann, Mr. H. Schipmann, Mr. W. Baetig, Mrs. J. B. Christian and 2 children, Mr. R. John, Mr. S. M. Berger, Mrs. A. Stulbel and child, Mr. C. S. Percy, Der. H. Deche, Dr. and Mrs. Schwartz, Mr. and Mrs. A. G. Wilson, Mr. C. Knapp, Mr. E. Fehrmann, Mr. E. Gohde, Mr. Getemann, Mr. Kaufmann and Mr. Dalebor.

PASSED THE CANAL.

May 23rd—*Asuta Maru*, Iyo Maru, Sado Maru, Menclau, Spezia, Welsh Prince.
May 27th—*Hyson*, *Atlantique*, *Rhesus*.
May 30th—*Antilochus*, *Ceylon*, *Nore*, *Peilo*, *Sinla*.
June 6th—*Bulow*, *Ernest Simons*, *Gleynag*, *Hiano Maru*, *Sakuma*, *Tenka*, *Teucer*, *Touss*, *Den of Glamis*.
June 10th—*Bohemia*, *Hitachi Maru*, *Koerber*, *Nippon*, *Preussen*.
June 12th—*Nore*.
June 13th—*Cuchas*, *Indrani*, *Namsu*, *Nile*, *Perseus*, *Polynesien*, *Atrous*.

ARRIVALS AT HOME.

June 13th—*Tydeus*, *Den of Glamis*, *Welsh Prince*.

NOTICES TO CONSIGNEES.

THE ROYAL MAIL STEAM PACKET COMPANY.

FROM SEATTLE, PORTLAND & JAPAN.

THE Steamship

"HARPAUGUS,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 13th June, 1913. [796]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 18th inst. at 9.30 A.M. All Claims must reach us before the 25th June, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents, Hongkong, 11th June, 1913. [4]

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Motor-ship

"SIAM,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 9.30 A.M. All Claims must reach us before the 25th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents, Hongkong, 11th June, 1913. [790]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"GARDINIA"

Arrived Hongkong on 13th June, 1913.

From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAIT.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GORDON and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, 13th June, 1913. [1]

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SHANGHAI, KOBE AND YOKOHAMA	ATLANTIQUE Capt. Lida	On 16th June, at 6 P.M.
MARSEILLES VIA PORTS	PAUL LECAT Capt. Valat	On 17th June, at 1 P.M.

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SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.	

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but \$120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$54 to London (return ticket \$90.10s.) and to San Francisco \$36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	Tons	Starting	TUESDAY	1st July	at 3 P.M.
PERIA	9,000		FRIDAY	4th July	at 1 P.M.
KOREA	18,000		SATURDAY	19th July	at 1 P.M.
SIBERIA	18,000		TUESDAY	29th July	at 3 P.M.
CHINA	10,200		TUESDAY	5th Aug.	at 1 P.M.
MANCHURIA	27,000		TUESDAY	19th Aug.	at 3 P.M.
NILE	11,000		TUESDAY	26th Aug.	at 1 P.M.
MONGOLIA	27,000		TUESDAY	16th Sept.	at 3 P.M.
PERIA	9,000				

Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

HONGKONG—MANILA SERVICE.

FROM HONGKONG	Arrive Manila	Leave Manila	Due Hongkong
1st July	PERIA ... 3rd July	21st June	PERIA ... 23rd June
4th July	KOREA ... 6th July	19th July	CHINA ... 21st July
19th July	CHINA ... 31st July	27th July	MANCHURIA ... 29th July
19th Aug.	NILE ... 21st Aug.	9th Aug.	NILE ... 11th Aug.
16th Sept.	PERIA ... 18th Sept.	17th Aug.	MONGOLIA ... 19th Aug.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "JELUNGA" 5,205 tons, Captain Sullivan, will be despatched for MIKE, KOBE and MOJI on 30th June.
S.S. "ARRATON APCAR" 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 4th July.

WESTWARD.

S.S. "GREGORY APCAR" 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 26th June.
S.S. "DILWARA" 5,378 tons, Captain Ramage, R.N.R., will be despatched as above on 30th June.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.
Hongkong, 14th June, 1913.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG TO VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA. CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS. From COLOMBO:
23rd June. Connecting with "KATANGA" 10th July.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNEBIC" On 21st June.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG. CANTON. MACAO &
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
MONDAY, 16th JUNE, 1913.

8 a.m. "HEUNGSHAN"	8 a.m. "HONAM"
10 p.m. "KINSHAN"	5 p.m. "FATSHAN"

TUESDAY, 17th JUNE, 1913.

8 a.m. "HONAM"	8 a.m. "HEUNGSHAN"
10 p.m. "FATSHAN"	5 p.m. "KINSHAN"

A Telephone service has been recently installed on the Canton Company's steamers. Day steamers Call No. 176. Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651.

HONGKONG TO MACAO. Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf. MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 22nd JUNE, 1913.

The Company's Steamship "SUI AN" will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamship connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HO-SANG" 457 tons. Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, and S.S. "NANNING" 569 tons. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINIAN" and "SANDU". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI "CEYLON" 9,000 ... About 20th June.
For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC.
TOYO KISEN KAISHA
TRANS-CONTINENTAL.
WESTERN PACIFIC

DENVER AND RIO GRANDE.
New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball games and free newspaper containing World's happenings by wireless.

WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

O. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
75 MAIN STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "KOEBER" 9,900 tons, will leave as above on 15th July, at 4 P.M. Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor, Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £35 2nd, £19 3rd Class. MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID. S.S. "GISELA" will leave as above about 1st July. (For Cargo only). These Steamers are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardesses, Wireless Telegraphy.

RAILWAY FARES: Trieste-London. BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lucerne, Fribourg, Bern, Basel, Birm. Class I £2.15, II £1.15, III £0.15. BY ST. GOTTHARD EXPRESS: Via Venice, Milan, St. Gotthard, Lucerne, Fribourg, Bern, Basel, Birm. Class I £2.15, II £1.15, III £0.15. BY SEMMERING EXPRESS: Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £3.11, II £2.9. BY TAVERN EXPRESS: Via Munich, Cologne, Bonn or Flushing, Class I £7.19, II £6.16.

TO SHANGHAI. S.S. "KOEBER" 9,900 tons, will leave as above on 1st July, at 6 A.M. FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class. TO KOBE VIA SHANGHAI, YOKOHAMA. S.S. "E.F. FERDINAND" 12,000 tons, will leave as above about 23rd June. Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, the North & South America.

SANDER, WIELER & Co., Agents,
Hongkong, 16th June, 1913.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	AKI MARU Capt. Kon	12,500	WED'DAY, 18th June, at 11 A.M.
	MISHIMA MARU Capt. A. E. Moss	16,000	WED'DAY, 2nd July, at Daylight
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	AWA MARU Capt. R. Shimizu	12,500	TUESDAY, 17th June, at 4 P.M.
	SADO MARU Capt. A. Satawa	12,500	TUESDAY, 1st July, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	9,500	WED'DAY, 2nd July, at Noon
	INABA MARU Capt. S. Tomimaga	12,500	WED'DAY, 30th July, at Noon
CALCUTTA via SINGAPORE, PENANG & RANGOON			
BOMBAY via SINGAPORE, and COLOMBO	KAMAKURA MARU Capt. T. Hori	12,500	MONDAY, 23rd June
KOBE and YOKOHAMA	ATSUTA MARU Capt. J. Nagao	16,000	THURSDAY, 19th June, at 11 A.M.
KOBE and YOKOHAMA	TOSA MARU Capt. Sato	12,000	MONDAY, 23rd June
NAGASAKI, KOBE & YOKOHAMA	INABA MARU Capt. Tomimaga	12,500	WED'DAY, 2nd July, at 11 A.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA	KAWACHI MARU Capt. Christensen	12,500	TUESDAY, 17th June

§ Fitted with New System of Wireless Telegraphy. † Cargo only

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return	KOBE Return	MOJI Return	NAGASAKI Return
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamers' Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

(11—12—13)

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSILLES & LONDON	Due MARSILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
ARCADIA	June 21	Steamer MARMORA	SUNDAY July 20	July 26
DEVANHA	July 5	MEDINA	Aug. 3	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASSAYE	August 2	MAJOJA	Aug. 31	Sept. 6
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20
ARCADIA	August 30	MACEDONIA	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
CHINA	Sept. 27	MOULTAN	Oct. 25	Oct. 31
ASSAYE	October 11	MOREA	Nov. 8	Nov. 14
DELTA	October 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £105.14 RETURN.

2nd " £48.8 2nd " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSILLES About	Due LONDON About
NUBIA	June 25	July 31	Aug. 10
SUNDA	July 9	Aug. 15	Aug. 24
SARDINIA	July 23	Aug. 29	Sept. 7
SIMLA	August 6	Sept. 12	Sept. 21
NAMUR	August 20	Sept. 25	Oct. 5
NANKIN	September 3	October 9	Oct. 18
NYANZA	September 17	October 24	Nov. 2
NOBE	October 1	Nov. 5	Nov. 16
NILE	October 15	Nov. 19	Nov. 29
SYRIA	October 29	Dec. 3	Dec. 11
SUMATEA	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.10 SINGLE, £82.10 RETURN.

2nd " £33.10 2nd " £57.4

All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy. For further Particulars, apply to—

B. A. HEWETT,
SUPERINTENDENT

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 19th June.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ARCADIA Capt. S. Barham	Noon, 21st June.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	NUBIA Capt. F. J. Fox	About 25th June.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SIMLA AND YOKOHAMA	SIMLA Capt. G. Phillips	About 27th June.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th June, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW & AMOY	WENCHOW	On 17th June, Noon.
MANILA, CEBU and LLOLOLO	"TAMING"	On 17th June, 4 P.M.
AMOY, WEIHAWEI & TIENHSIN	"LUICHOW"	On 19th June, D'Light.
SHANGHAI	"LINAN"	On 19th June, 4 P.M.
SHANGHAI	"LINAN"	On 21st June, M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI" "CHENAN," "LINAN" and the S.S. "LUICHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.E.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS

Hongkong, 16th June, 1913. Telephone 36. [7]

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE and YOKOHAMA:	FOR HAVRE, BREMEN and HAMBURG:
S.S. C. FERD LAEISZ 19th June.	S.S. SEGOWIA ... 19th June.
S.S. PREUSSEN ... 30th June.	FOR VANCOUVER, SEATTLE and/or TACOMA and PORTLAND (Or.)
S.S. SILESIA ... 20th July.	S.S. C. FERD LAEISZ 20th June.
S.S. BELGRAVIA ... 30th July.	FOR MARSEILLES, HAVRE, BREMEN:
	A.S. SITHONIA ... 28th June.
	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. FURST BUELOW 30th June.
	FOR HAVRE, ROTTERDAM, HAMBURG & ANTWERP:
	S.S. BRASILIA ... 2nd July.
	FOR DUNKERQUE & HAMBURG:
	S.S. BIRKENFELS ... 7th July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 14th June, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIKUN"	Capt. J. S. Roach	TUESDAY, 17th June, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 24th June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	WED'DAY, 18th June, at 11 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to— DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 16th June, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS ...	On 21st June, Noon.	On 19th July, Noon.
EASTERN ...	On 25th July.	On 16th Aug. Noon.
EMPIRE ...		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried. For further particulars apply to—

GIBB, LIVINGSTON & Co., AGENTS.

TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 17th June, NOON.
TENYO MARU	E. Bent	SATURDAY, 21st June, at Noon.
SHINYO MARU	W. O. T. Filmer	SATURDAY, 12th July, at Noon.
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug. at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA and HONOLULU on TUESDAY, the 17th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUTO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,200	TUESDAY, 5th Aug. at Noon.
BUTO MARU	10,500	SATURDAY, 4th Oct. at Noon.
ANYO-MARU	12,500	WED'DAY, 3rd Dec. at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.O. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"PANAMA MARU"	J. Kanoo	WED'DAY, 25th June, at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 10th July, at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 23rd July, at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 7th Aug. at 1 P.M.
"CANADA MARU"	K. Hori	WED'DAY, 20th Aug. at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept. at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA.
Calling at KEELUNG, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perishables. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	THURSDAY, 26th June, P.M.
"INDO MARU"	M. Nemoto	WED'DAY, 30th July, P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 26th Aug. 4 P.M.

FOR MOJI, KOBE AND YOKOHAMA.

Steamer	Captain	Leaving
"LUZON MARU"	H. Yamamoto	FRIDAY, 18th July, P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug. P.M.
"INDO MARU"	M. Nemoto	SATURDAY, 20th Sept., P.M.

CHINA & FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAISO MARU"	Y. Yamamoto	WED'DAY, 18th June, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	M. Nagano	SUNDAY, 22nd June, at Noon.
"DAIGI MARU"	S. Tokushige	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	WED'DAY, 25th June, at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	FRIDAY, 27th June.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central). For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER

741

Second Floor, No. 1, Queen's Building.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarai, Hilo and Cebu	On 16th June, 4 P.M.
ZAFIRO	4000	McMurray	Manila, Mangarai, Hilo and Cebu	On 26th June, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co. Hongkong, 9th June, 1913. [10]

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDEES, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS, WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK." [449]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAVA	First half of June.	JAPAN	First half of June.
TJIPANAS...	SHANGHAI	First half of June.	JAVA	First half of June.
TJIKINI	JAVA	First half of June.	JAPAN	First half of June.
TJILWONG	JAVA	First half of June.	SHANGHAI	Second half of June.
TJILATJAP.	JAVA	Second half of June.	JAPAN	Second half of June.
TJIBODAS...	JAVA	First half of July.	SHANGHAI	First half of July.
TJIMANOEK	JAVA	Second half of July.	JAPAN	Second half of July.
TJIMAH	JAVA	Second half of July.	JAPAN	Second half of July.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yerk Buildings, 1st Floor.

Hongkong, 4th June, 1913.

Telephone No. 375.

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THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
"CHANGSHA"		16th June.
"TAIYUAN"	6th July.	11th July.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 4th June, 1913. Telephone No. 36. Agents. [755]

**NORDDEUTSCHER LLOYD. BREME
IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"SCHARNHORST"	16,000	Wed'day, 25th June, at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINZ E. FRIEDRICH"	16,000	About Wed'day, 25th June.

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ"	6,750	Saturday, 12th July, at 9 A.M.
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KOBE and YOKOHAMA	"COBLENZ"	6,750	About Tuesday, 24th June.
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KUDAT and SANDAKAN	"BORNEO"	5,000	End of June.
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All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD.

MELOERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 16th June, 1913.

4

OVOCITIN
NERVE FOOD.

Ovocitin is a Combined Nerve Food made on strictly scientific principles. Besides other approved ingredients that are blood-forming tonics, it contains 25% Leithin Albumen, which is well-known on account of its high physiological importance. Ovocitin is the best and most efficient nourishment in case of nervousness and accompanying symptoms, less of appetite, sleeplessness, etc.

Sole Manufacturers:

HESSE & GOLDSTAUB,
HAMBURG.

General Agent for Hongkong and China:

HUGO C. A. FROMM.

Hongkong, 21st May, 1913.

AHMLING'S GOUT FLUID

A remarkable and guaranteed innoxious remedy of quick and excellent effect against GOUT, PODAGRA, RHEUMATISM, ISCHIAS, etc.

Two Table-Spoonsful to be taken 10 minutes before each meal (and before going to bed).

Sole Manufacturers:

AHMLING & CO., Hamburg.

General Agent for Hongkong and China:

HUGO C. A. FROMM.

Hongkong, 21st May, 1913.

KAYSER'S
PAINTS

"Perfect" Powder Paints.

Oil Paints,
Dry Paints,
Ship's Paints,
Varnishes.

Are World Renowned.

KAYSERWERKE KAYSER & CO
LUEBECK.

General Agent for Hongkong and China:

HUGO C. A. FROMM.

Hongkong, 21st May, 1913.

NOTICE POST OFFICE

The Money Order Office has this day been removed from the Ground Floor to the First Floor of the Post Office Building.

The *Despatch*, with the English Mail, left Singapore on Saturday, the 14th inst., at 8 a.m., and is expected to arrive here on Wednesday, the 18th inst., at 6 p.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 14th May, and for despatch overland on the 21st May.

TO	FROM	DATE
Japan via Yokohama	Hata	Monday, 16th, 11.00 A.M.
Manila	Sui Tai	Monday, 16th, 1.15 P.M.
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin	Changka	Monday, 16th, 2.00 P.M.
Philippine Islands	Rubi	Monday, 16th, 3.00 P.M.
SHANGHAI, NORTH CHINA and JAPAN via Kobe	Atlantique	Monday, 16th, 5.00 P.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 17th, 10.00 A.M.
Japan via Kobe	Loisong	Tuesday, 17th, 10.00 A.M.
Shanghai and North China	Hongkong	Tuesday, 17th, 10.00 A.M.
Swatow and Amoy	Wenchow	Tuesday, 17th, 10.00 A.M.
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, CANADA, HONOLULU, UNITED STATES, and SOUTH AMERICA via SAN FRANCISCO	Nippon Maru	Tuesday, 17th, 10.00 A.M.
(EUROPE via SIBERIA)		
SIAM, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via MARSEILLES (Late Letters 11 to Noon Extra Postage 10 cents)	Paul Lecat	Tuesday, 17th, 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Straits, and India via Calcutta	Kutong	Tuesday, 17th, 1.00 P.M.
Macao	Sui Tai	Tuesday, 17th, 1.15 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle, Wash.	Awa Maru	Tuesday, 17th, 3.00 P.M.
Philippine Islands	Taming	Tuesday, 17th, 3.00 P.M.
Straits and Colombo	Ahi Maru	Tuesday, 17th, 5.00 P.M.
Swatow, Amoy and Foochow	Haiman	Wednesday, 18th, 10.00 A.M.
Macao	Kajo Maru	Wednesday, 18th, 1.00 P.M.
Amoy, Weihaiwei and Tientsin	Sui Tai	Wednesday, 18th, 1.15 P.M.
Shanghai and North China	Buschow	Wednesday, 18th, 5.00 P.M.
Haiphong, Peking and Saigon	Sui Tai	Thursday, 19th, 1.15 P.M.
Macao	Luchow	Thursday, 19th, 3.00 P.M.
Philippine Is., Timor, Australia, Tasmania and New Zealand via Port Darwin	Sui-Kiao	Friday, 20th, 11.00 A.M.
	Sui Tai	Friday, 20th, 1.15 P.M.
	St. Albans	Saturday, 21st, 9.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA)	Mongteagle	Saturday, 21st, 10.00 A.M.
STRAITS, BUREAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI (Late Letters 11.00 to Noon Extra Postage 10 cents)	Aradia	Saturday, 21st, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
The Parcel mail will be closed on Friday, the 20th inst., at 5 p.m.		
Philippine Islands	Loongiang	Saturday, 21st, 1.00 P.M.
Macao	Sui Tai	Saturday, 21st, 1.15 P.M.
Tientsin	Cheongshing	Saturday, 21st, 5.00 P.M.
Shanghai and North China	Lian	Saturday, 21st, 5.00 P.M.
(EUROPE via SIBERIA)		
Swatow, Amoy and Foochow	Haiching	Tuesday, 4th, 10.00 A.M.
STRAITS, BUREAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via NAPLES	Schamhorst	Tuesday, 4th, 10.00 A.M.
Philippine Islands	Zafiro	Wednesday, 26th, 3.00 P.M.
Palapine Islands	Yuenung	Saturday, 28th, 1.00 P.M.
Philippine Islands, Amoy, Yap, Friedrich Wilhelmshafen, Rabaul, Herbertshohe, Maitai, Australia, Tasmania, and New Zealand via Brisbane	Coblenz	Saturday, 12th, 8.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS

June 14th.

ON LONDON :—	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1 1/2
Bank Bills, at 4 months' sight	2
Credits, at 4 months' sight	2
Documentary Bills, 4 months' sight	2 1/2
ON PARIS :—	
Bank Bills, on demand	55
Credits, at 4 months' sight	55
ON GERMANY :—	
On demand	202 1/2
ON NEW YORK :—	
Bank Bills, on demand	49 1/2
Credits, at 60 days' sight	49 1/2
ON HANKOW :—	
Telegraphic Transfer	148 1/2
Bank, on demand	148 1/2
ON CALCUTTA :—	
Telegraphic Transfer	148 1/2
Bank, on demand	148 1/2
ON SHANGHAI :—	
Bank, at sight	72 1/2
Private, 30 days' sight	73 1/2
ON YOKOHAMA :—On demand	57
ON MANILA :—On demand	57 1/2
ON SINGAPORE :—On demand	57 1/2
ON BATAVIA :—On demand	119 1/2
ON HONGKONG :—On demand	13 1/2
ON SAIGON :—On demand	13 1/2
ON HANKOW :—On demand	78 1/2
SOVIET RUSSIA, Bank's Buying Rate	\$10.00
GOLD LEAF, 100 fine, per tael	\$52.70
BAR SILVER, per oz.	27 1/2

SUBSIDIARY COINS.

Chinese	20 cents piece	\$3.24 discount
Chinese	10	\$3.40
Hongkong	20	\$8.10
Hongkong	10	3.50

MAILS VIA SIBERIA.

May 30th	June 14th
May 31st	June 16th

SHARE LIST—QUOTATIONS.

HONGKONG, 14th JUNE, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$86.5, sales	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$10, buyers	10 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4 1/2, sales	
China Mortgage, Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$9	7 1/2 p.c.
CORPORATIONS.—					
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 55	all	Tls. 138	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$8 1/2, sal. & buy.	6 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$26, sellers	
DOCKS AND WHARVES.—					
Hongkong Wharf & G. Co., Ltd.	60,000	\$50	all	\$38, sal. & buy.	5 p.c.
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$3, buyers	5 p.c.
New Amoy Dock Co., Limited	10,000	\$60	all	\$4 1/2, buyers	7 1/2 p.c.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 60, sellers	
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 109, buyers	
Green Island Cement Co., Limited	400,000	\$10	all	\$3 1/2, buyers	5 1/2 p.c.
Hongkong Electric Co., Limited	60,000	\$10	all	\$3 1/2, buyers	5 1/2 p.c.
Hongkong Hotel Company, Limited	12,000	\$50	all	\$22, buyers	5 1/2 p.c.
Manila Metropolitan Hotel Limited	18,000	\$10	all	\$29, buyers	
Hongkong Ice Company, Limited	5,000	\$25	all	\$10 1/2, sellers	7 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$2 1/2, buyers	10 p.c.
Hongkong & South China Steam Fishers Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	1	all	7 1/2, sales	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$295	6 p.c.
China Fire Insurance Co., Limited	20,000	\$250	\$50	\$247, sales	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$257, buyers	7 p.c.
North China Insurance Co., Limited	10,000	\$215	\$50	Tls. 134, buy.	
Union Insurance Society, Limited	12,400	\$250	\$50	\$190, buyers	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$50	\$185, buyers @	
				\$2 1/2	
LANDS AND BUILDINGS.—					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$110, buyers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Humphreys Estate and Finance Co., Ltd.	100,000	\$10	all	\$9, sellers	6 p.c.
Shanghai Land and Building Co., Ltd.	6,000	\$50	\$5	\$40, buyers	8 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 5	all	Tls. 92	
West Point Building Co., Limited	12,500	\$5	all	\$7 1/2, buyers	7 p.c.
Metastaple tot Min. Bosch-en	25,000	Gds. 10	all	Tls. 55	
Landbouw exploitatie in Langkat					
MINING.—					
Chinese Engineering and M. Co. Ltd.	1,000,000	\$1	all	\$2 1/2	
Heavood Tin and Rubber Estate Ltd.	822,000	\$1	all	\$2 1/2	
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$2 1/2	
Tromps Mines, Limited	160,000	\$1	all	\$2 1/2	
Peak Tramways Co., Limited	25,000	\$1	all	\$1 1/2	
Philippine Co., Limited	50,000	\$1	all	\$20, sal. & buy.	7 p.c.
Pulper et Papeveres du Tonkin Societe des	15,200	\$50	all	\$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$10	all	\$105, sellers	5 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$10	all	\$57, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$2	all	\$11 1/2, buyers	4 1/2 p.c.
Longhai Steamship Co., Limited	20,000	\$5	all	\$27 1/2, sellers	7 p.c.
H'kong, Canton & Macao S.S. Co., Ltd.	80,000	\$1	all	\$92 1/2, buyers	
Indo-China Steam Navigation Co. Ltd.	60,000 pref.	\$2	all	\$107, sales	
Shell Transport & Trading Co., Ltd.	250,000	\$1	all	\$5 1/2, buyers	4 p.c.
Star Ferry Company, Limited	30,000	\$1	all	\$22, sellers	
South China Morning Post, Limited	6,000	\$1	all	\$47, buyers	
Steam Laundry Company, Limited	20,000	\$1	all	\$47, buyers	
STORES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$5	
Gande, Price & Co., Limited	50,000	\$1	all	\$10, buyers	4 1/2 p.c.
Powell, Wm., Limited	15,000	\$1	all	\$8 1/2, buyers	
Watson & Co., S. S. Limited	90,000	\$1	all	\$23, buyers	
Weissmann, Limited	3,000	\$10	all	\$23, buyers	
United Asbestos Oriental Agency Ltd.	9,900 ordy.	\$10	all	\$300	8 p.c.
Union Waterboat Co., Limited	100 ftdars	\$1	all	\$18, sales	7 1/2 p.c.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1895	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

VISITORS TO CANTON

Should Purchase

"FROM HONGKONG TO CANTON
—BY THE PEARL RIVER,"

BY
CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

Price \$1.75

On Sale at—
Hongkong: "DAILY PRESS" Office.
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Canton: Messrs. A. S. WATSON & CO.

Printed and Published by BENJAMIN A. HALE for the Concerned at 104, Des Voeux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.

THREE CASTLES
CIGARETTES
MAGNUMSIN
POCKET
CASES
OF TEN

"By Jove, I've never enjoyed a round so much before!" "Aha, old man, you can think 'THREE CASTLES' Cigarettes for that! It's jolly handy, too, to be able to obtain them, 'MAGNUM' SIZE, IN ALUMINIUM CURVED CASES, WHICH FIT THE POCKET."

FRAGRANT FASCINATING REFRESHING

THIS FAMOUS BRAND OF CIGARETTES

CAN NOW BE OBTAINED IN

USEFUL CURVED CASES OF TEN AS WELL AS IN TINS OF 50.

PETER'S, NESTLÉ'S and
KOHLER'S CHOCOLATE.

PRIZE COMPETITION NO. 4.

This month we are again offering PRIZES FOR "ADLETS."

An "ADLET" is perhaps best described as a connoisseur's Advertiser.

For instance, take the first letters of the words

"PETER'S MILK CHOCOLATE" (i.e., P.M.O.) or "NESTLÉ'S MILK CHOCOLATE" (i.e., N.M.O.) or "KOHLER'S SELECTED BONBONS" (i.e., K.S.B.) and make some striking phrase from the Letters "P.M.O." or "N.M.O." or "K.S.B."

The following are some examples:—

PETER'S MILK CHOCOLATE = POSSESSES MAGNETIC CHARMS.

NESTLÉ'S MILK CHOCOLATE = NESTLÉ'S MERITS COMMENDATION.

KOHLER'S SELECTED BONBONS = KEEP STOCK BY.

CONDITIONS.

Every six "ADLETS" to be accompanied by a PETER'S, NESTLÉ'S or KOHLER'S Wrapper. So for one wrapper you may send more than one Adlet.

Adlets may be sent in under a nom de plume, which, if a winner, will be published in the Local Papers. Your name will be treated confidentially by us.

The first Prize will be one of our Wrist Watches, and will be given for what we consider the best Adlet.

Consolation Prizes consisting of Chocolate will be given for Adlets which we consider are deserving of such.

Post your attempts to Messrs. PETER'S and NESTLÉ'S, P.O. Box No. 351, Hongkong, not later than 30th June, 1913.

"KING GEORGE IV."

WHISKY

THE DISTILLERS CO., LIMITED

A COMBINATION OF

FINE QUALITIES:—

AN OLD WHISKY

WITH

A NEW CHARM.

THE TOP NOTCH SCOTCH.

GANDÉ, PRICE & CO., LTD.,

WINE MERCHANTS,

6, QUEEN'S ROAD CENTRAL,

HONGKONG.

TELEPHONE No. 135.

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BLACK AND WHITE WHISKY.



GOOD SPIRITS

GARNER, QUELCH & Co.

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